

BEST by FARR

Wednesday Wonders Summer 2013~2014, Race 7

Crossing the finish line at 15:48:23 to win race 7 of the summer series was the Farr 1020 FAST COMPANY (Daniel Edwards). One minute seventeen seconds later in second place was the next Farr 1020 WAVELENGTH (Brendan Kruger). These two yachts not only filled the first two places in the WW race but also the first two places in the Farr 1020 series. It was a very impressive performance, sailing the 9.8 nautical mile course in 1:47:23 and 1:50:40 respectively. In the process they built up a 2 minute 12 second lead over PIZAZZ (Philip Martyn & Russell Kemp) in 3rd place.

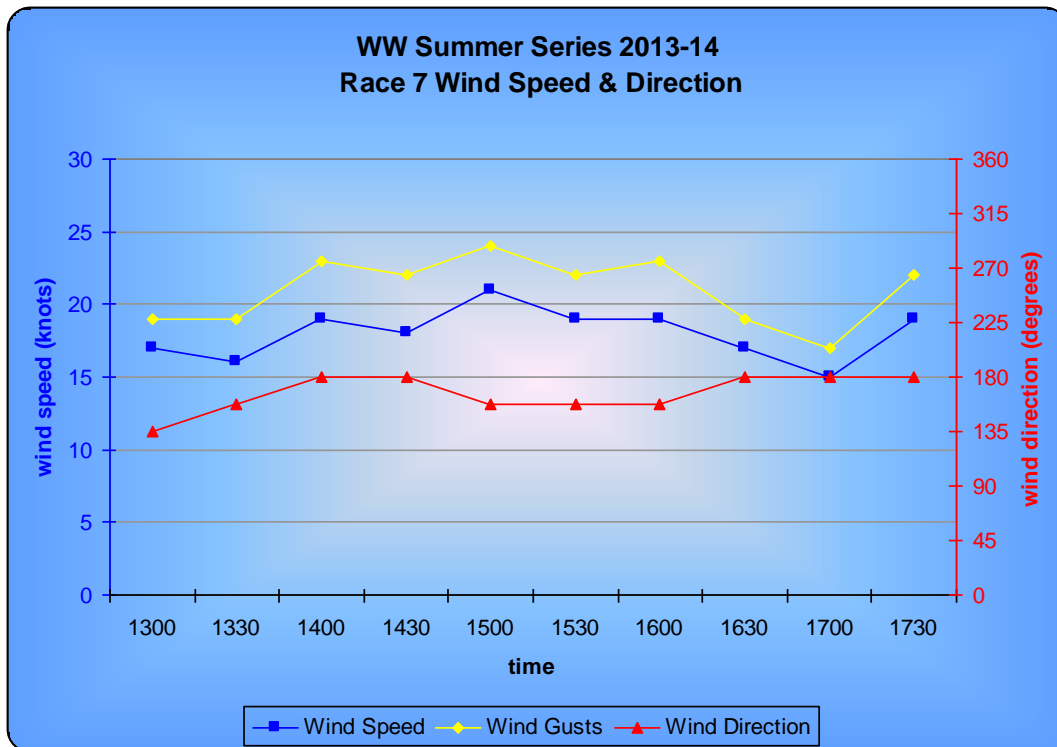
Not all the four 1020's fared as well as the first two. There was almost a 17 minutes gap in the sail times of the four Farr 1020's, emphasizing the differences in their performance. ARABESQUE (Albert Doggett) finished in 23rd place after sailing for 2:00:06 whilst TEQUILA (Alan Collins) crossed the line in 28th position sailing the course in 2:04:08.

FAST COMPANY started the race from 18th place 11 seconds late for a handicap of 31 minutes. After completion of the first 3 legs in 1:09:05 FAST COMPANY had already taken the lead rounding number 4 for the first time at 15:10:16. She sailed the remaining 3 legs in 32 minutes 7 seconds to take 1st place with a margin of 1 minute 17 seconds. This win, which follows a second place in race 5, puts her on top of the aggregate with a total of 3 points.

Of the 4 1020's in race 7 WAVELENGTH had the second lowest handicap of 29 minutes. She started from 16th place 66 seconds late for the start. By the first rounding of number 4 she was already in 3rd place and gained a further place to cross the finish line at 15:49:40 in 2nd position. After completing all three races in the series Wavelength sits in 7th position in the aggregate with 14 points.

In 2nd place in the aggregate is PIZAZZ with 6 points. She has sailed well in two of the three races this series being rewarded with a 3rd place in each. PIZAZZ had a good start in race 7 only 8 seconds late for handicap of 25 minutes. After starting from 8th place she was in 4th position at the first rounding of number 4. She gained a further place sailing the last 3 legs of the race to cross the finish line at 15:51:52 after sailing the course in 1:56:52

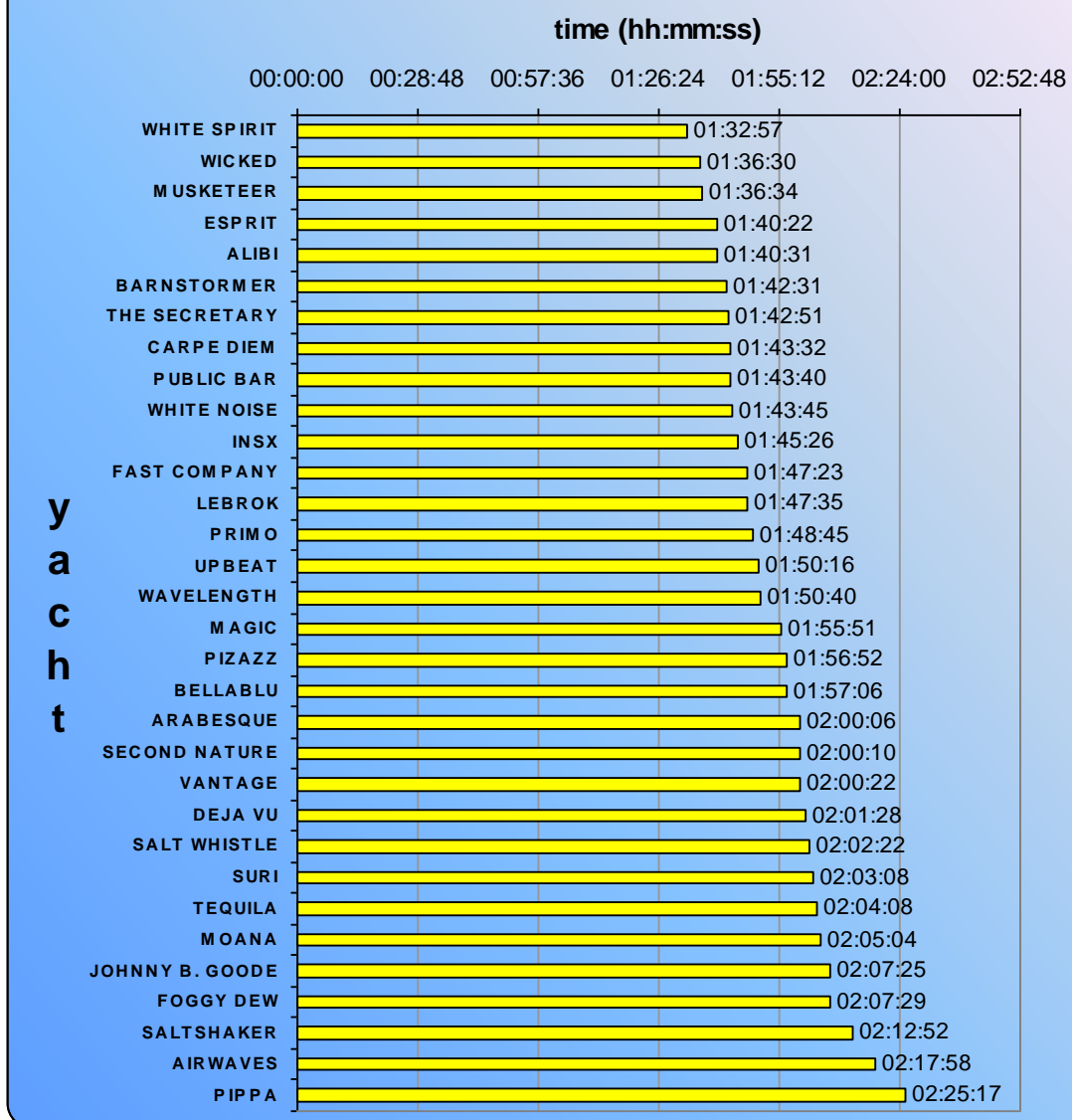
The fleet of 33 starters was driven around the 6-leg course by a reasonably consistent south southeasterly breeze, which averaged about 18 knots. Fawknor Beacon observations indicate that with the exception of a brief period the breeze remained within the 15 to 20 knot range. There is some evidence to show that the breeze in this series is stronger than in the previous series. The average wind speed for this summer series of WW races to date (including abandoned races) is almost 20 knots compared to only 13 knots for the same period in the previous winter series.



The average wind strength for race 7 was the same as race 5 except on that occasion it came from north-northwest.

Making the best of the conditions for the second successive race was WHITE SPIRIT (Timothy Say). WHITE SPIRIT sailed course 14 in 1:32:57 this week compared with 1:29:31 in race 5. Second fastest in both races 5 and 7 was WICKED (Mark Welsh). She sailed the course faster by 1 minute 25 seconds this week beating the 1:36:30 in race 5. MUSKETEER (Paul Jacka) sailed the 3rd fastest time in 1:36:34 only 4 seconds slower than WICKED. The average sail time for race 7 was 1:54:06, 44 seconds slower than the 1:53:22 for race 5. Race 7 saw 19 yachts, over half the fleet, complete the course in less than 2 hours with all yachts sailing the course in less than 2 hours 26 minutes. The difference between the fastest and slowest sail times was 52 minutes 20 seconds whilst the difference between the highest and lowest handicaps was 42 minutes.

WW Summer Series 2013-14 Race 7 Sail Time

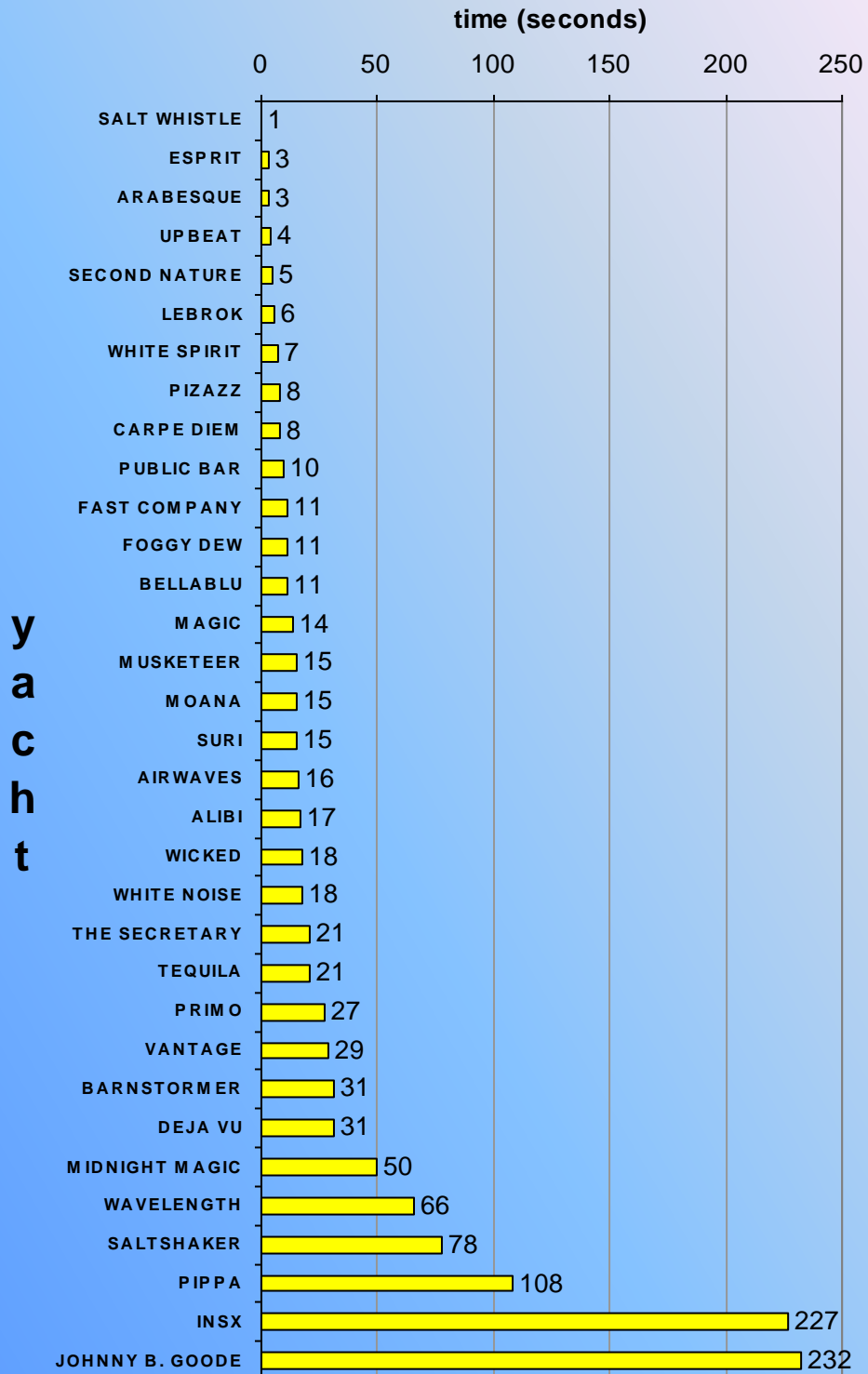


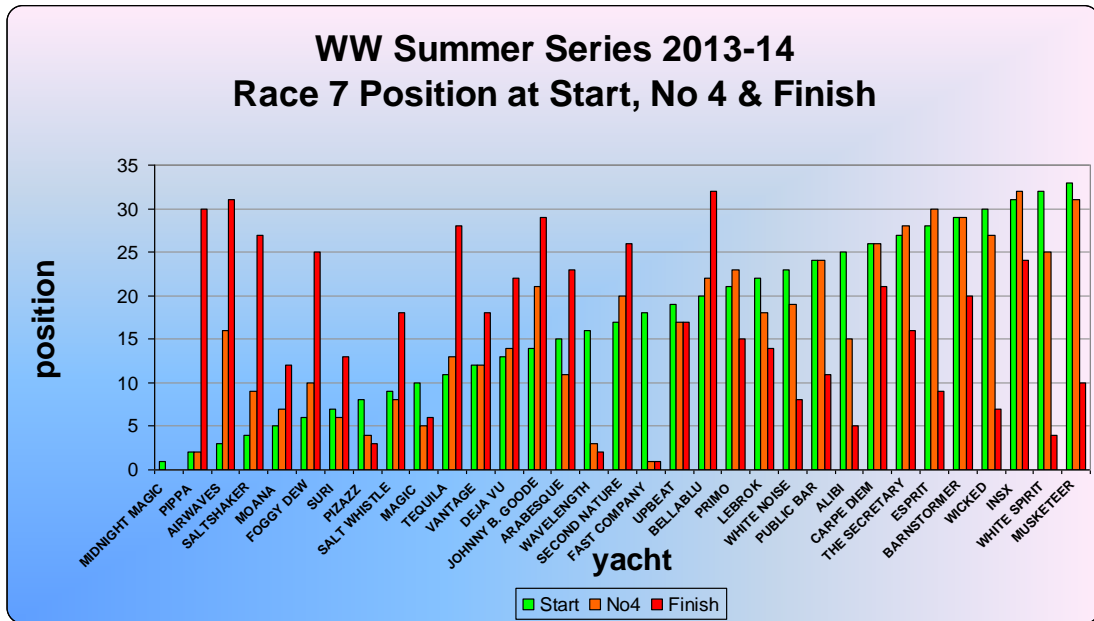
Although some yachts missed their start by a wide margin no one crossed the line too soon. Winning Start of the Day only 1 second late was SALT WHISTLE (Ainslie Allan). She was closely challenged by ARABESQUE and ESPRIT (Gary Anderson) who were both within 3 seconds of their handicap. Ten yachts were within 10 seconds or less of their handicaps whilst 5 yachts missed their start by more than 60 seconds.

(There was a slight problem with the timing clock for early starters. The clock actually froze on 0.00 minutes for 3 minutes then jumped to 03 minutes. This made it difficult for the first few yachts to gain a good start.

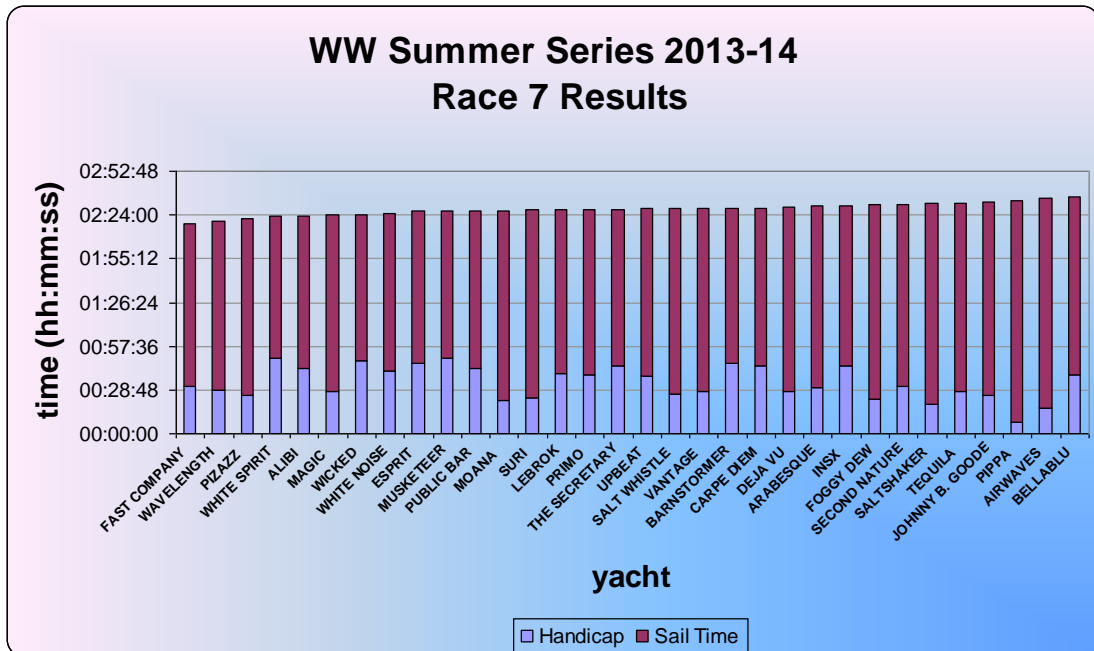
You should keep in mind that the tower management does not have a great view of the information being displayed outside. If there is a problem they are quite pleased to have it drawn to their attention. This does not include asking for your start time because you forgot to check your handicap. Mark)

**WW Summer Series 2013-14
Race 7 Start of the Day**





It was not only FAST COMPANY and WAVELENGTH that made their way towards the front of the fleet; there were other yachts that also had significant gains. WHITE SPIRIT improved her position by 28 places; both MUSKETEER and WICKED by 23 places; and, ALIBI (Denis Hambleton) by 20 places.



There was a dead heat between SALT WHISTLE and VANTAGE (Darren Hunter) both crossing the finish line at 15:58:22. Both yachts were sailed double handed, which in the conditions, was a tall order.

Amongst the yachts in the fleet for both races 5 and 7 were 3 Beneteau 36.7's – LEBROK (Theo Korbel), PRIMO (Steve Copley) and UPBEAT (Peter Dunne). In both races 5 and 7 the yachts are placed in the same order on both elapsed and finish time, that is, LEBROK, PRIMO and UPBEAT. They all started on the same handicap of 39 minutes in race 5 but adjustments were made for race 7. LEBROK gained a minute, PRIMO remained the same whilst UPBEAT lost a minute.

YACHT	RACE 7			RACE 5		
	SAIL TIME	FINISH TIME	HANDICAP	SAIL TIME	FINISH TIME	HANDICAP
LEBROK	01:47:35	15:57:35	00:40:00	01:43:45	15:52:45	00:39:00
PRIMO	01:48:45	15:57:45	00:39:00	01:46:14	15:55:14	00:39:00
UPBEAT	01:50:16	15:58:16	00:38:00	01:51:07	16:00:07	00:39:00

On too many occasions throughout this series this report has mentioned that “the weather” has caused the abandonment of a number of WW races. It has come to light that other influences could be at work. During a belated internet search, the following headline was used by Gemma Jones and Jessica Marszalek in the News Limited Network on 17 Sep 2013:

“Tony Abbott says his plan to stop the boats starts Wednesday”

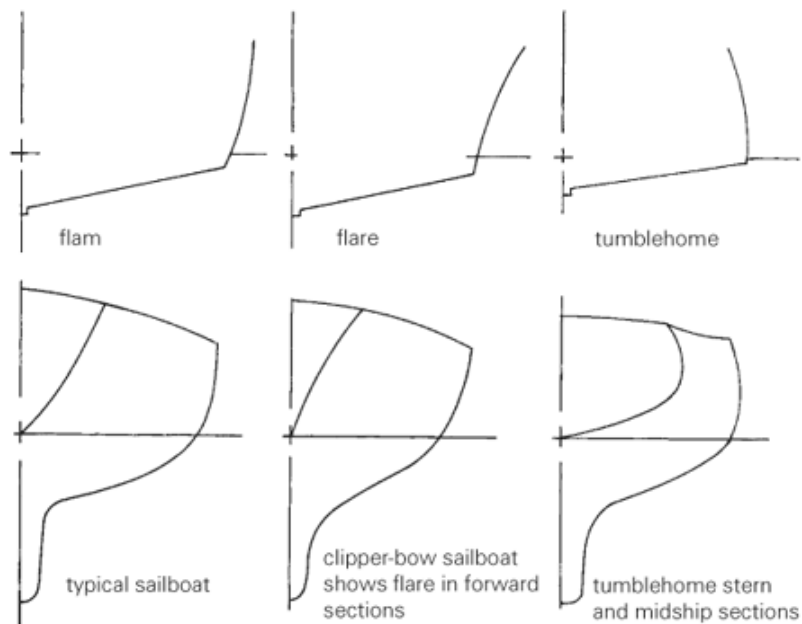
Needless to say the next WW race is scheduled for 27 Nov 2013 that incorporates the Century Class yachts.

The John Halyard Award

This is another exclusive class of yacht new to Wednesday Wonders. For this class you have to replace your halyard in a quick time just prior to starting. Lady Di presented the initial award to Johnny B Goode. Just so the tower noticed, Mr Chipp started a little late (3.52mins) but only missed out by 11.15mins from getting a finishing place.

Tumblehome Race

On 1 December 2013 there will be a race for selected yachts, including some from Wednesday Wonders, that have Tumblehome incorporated in their design. To some people, tumblehome is what they do upon returning home far too late after having enjoyed some great hospitality and refreshments. Those who sail or own a yacht designed with tumblehome will know it is the narrowing of the hull with greater distance above the water line. Tumblehome is present when the [beam](#) at the uppermost deck is less than the maximum beam of the vessel.



Tumblehome has been incorporated into a wide range of vessels from ancient times. It was common in sixteenth century men-o-war and can be seen in other naval vessels, submarines, merchant ships, canoes, kayaks as well as yachts. It has been used for a variety of reasons some functional others simply aesthetic. Improving a vessel's stability in some sea conditions is often cited as a reason for its functional use. The US navy is investigating this design feature, as a means reducing radar detection in a new DDG 1000 Zumwalt class destroyer. It is also been used in yacht design to take advantage of some handicapping systems. One yacht design that is a good illustration of tumblehome is the S&S 34. This design of yacht has had great success in many fields of yachting. The British Prime Minister Edward Heath sailed to victory in an S&S 34, Morning Cloud, in the Sydney to Hobart race. Both Jessie Martin and Jessica Watson made history by successfully circumnavigating the world in their S&S 34's Lionheart and Pink Lady.



Mark Windward's waffle

I guess Tumblehome will soon be a new Wednesday Wonders class as there are more than 3 yachts who would qualify.

The 36ft class was a surprize to Mark. I think it was approved by the sailing committee. Rumour has it that they also wanted the over the line early rule changed for their class but I have not been able to confirm that. Perhaps one day we might even have a third Triton to make up another class!

With Colin Wilkinson returning with Cheryl from the far North and sailing in the South Seas, Bernie will be very pleased to have Colin on Midnight again. (Is it "on" or "at" Midnight?).

There was a submission for a class of White Only yachts to be established but this was ruled out, as it is illegal to segregate classes on a basis of colour.

Open Day It was great to see and be part of the action at SYC Open day. WW's were well represented. By lunchtime at the registration Kiosk workers had attached over 1,000 entry wrist bands. At the end of the day there had been 400 keelboat rides, 250 dinghy rides and 300 in the RIB. 48 people took advantage of the wavering of the joining fee during Open Day and applied for membership. Daniel had a major part in the signing up of new members.

Should we have raced?

Seeing the handicapper spent some time discussing this question at the end of the race I thought it should be commented on.

Firstly, it was not the smallest yacht in the fleet that made any complaint about the race. It managed 5.3knts average and the GPS read 10.8 max.

There was no wind warning, and the Met Eye forecast was for Fwk. at 11.00 SSE 14knts, 2.00pm 14knts SSE and 5.00 20knts.

Observations of other yachts indicated that many skippers thought the wind was going to be stronger. A comment was made to Mark that "*We thought Magic only had a No1 sail! She used her No2.*"

It is a bit difficult to complain to the handicapper when you look at the close finishing times between most of the yachts. There were at one stage 13 yachts crossing in just 3 mins. The difference between first and last was 17.30 min, which is a bit of a gap.

Mark has a concern for the smaller and early starters. Where have all the small yachts gone? It was a bit of a lonely sail for Pippa for the first leg. I guess the skipper would have liked a shortened course instead of sailing at a good speed, for a small yacht, for 2hr.25mins for 15.36nm (GPS) and finishing 30th again! This is mentioned, as there are rumours for longer courses being requested by bigger yachts. Being on a tiller for 3 hours and riding every wave must feel like a long time compared to the 40+ footers that just seem to glide through the waves and eat up 3 waves at a time without one bounce.

However, for the next race the weather might be quite different on current forecasts! Maybe the smaller yachts might not finish 50 minutes behind first place, which is the current average after 3 races - just to make the handicapper feel better, even though they can't control the wind.

Next Races: Race 8, Century Class race this week. The last 100-year race for this year will be Race 11 on the December 18. This will also be the Mark Windward trophy with lots of prizes. Race 9 is not at SYC so don't forget to check the start time (13.55 Prep time) and the Nth Sandringham courses.

Race 10 - maybe be a 'Grand Prix' start for the MG race? Enter by sending Mark Windward a photo of your current or past MG (can be crew's or Skipper's). Entries /Photos must be received by 8th December. [Click](#)

Terry Sheppard sails as part of the crew on Steve Copley's Primo (SM99). As the owner of an MG, he has entered the MG race on December 11. His car is a 1956 MGA. *"Body off restoration" about 4 years ago. One of the pleasures of owning an MG, is the ongoing restoration ever since. It is now fitted with supercharger, and is a fun car to drive, it never fails to attract attention whenever I take it out for a spin. Terry Sheppard*



No prizes for guessing who has an interest in this MG.

It is Lorraine's 1968 MG Midget. She purchased this 1275cc Midget in 1996 and it was used as her regular road car for several years. It is now registered on club plates, and is used only occasionally, mainly on sunny Sunday afternoons. The Midget is ten years older than Bacardi, which is in the photo's background. Martin Bacardi hopes to compete in the MG WW Challenge on the 11th December. I hope this means that Martin & Lorraine will share the prize.

Noel one of George's "Secretaries" has sent the following photos of two of his MG's. George is making certain he qualifies for this race.

My 1954 1250cc TF, which was purchased from the then Solicitor General for the Commonwealth in Canberra.



Noel's 1969 Mk 111 Midget he fully rebuilt in 1990.

"I gave my race car a 1971 Mk111 Midget to my son Brad in Sydney, it was also a full rebuild from a wreck. However, the race car was quite modified and as things broke they were upgraded. The engine was blue printed, with flat top race pistons and a double throat Weber Carb plus extractors replaced the SU's. As the gear boxes broke they were replaced with a 5 speed Toyota Sprinter box which it made it easier to change from track to hill climb mode, the differential was also upgraded to cope with the increased power output. As the wire wheels kept breaking spokes we changed them to cast mini lights. The front bonnet, guards, etc. was replaced with a single one-piece fiberglass front, as it was easier to replace gears or change boxes. Noel"



MG Challenge Race 10 Current entries at 25/11/13
Primo, Bacardi, Pippa, Barnstormer, The Secretary and Aqua Bella

Race 5 question and answer -

What is the name of this ship and what was it used for?

Given the overcrowding in some Victorian government accommodation the use of shipping might be used again to solve a Victorian government's problem. Mark's Great great uncle had a job on this ship when it was in Williamstown. This was before he left for the goldfields and later set up a shop in Malmsbury. The ship's survival until 1946, and its use after it left Australia, is an interesting and unique story.

What is the name of this ship and what was it used for?



Peter Algie submits that: *The ship was the "Success" used in Victoria as a prison hulk then used as a stores ship moored in the Yarra. Finally converted to a museum and moved to USA.*

Peter is correct but a few other details he missed. In particular he failed to explain why the Success was called a **fake convict ship**.

This photo of the Success is part of the William Hall collection, containing images of Sydney Harbour from 1890s to the 1930s taken by father and son William Frederick Hall and William James Hall. This image was most likely captured by William Hall senior.

The SUCCESS was a barque of 622 tons built at Moulemain, India in 1840. Employed as a 'country ship' in the UK to East Indies trade the owners then transferred the vessel to the Australian immigrant service in 1847. On one run in 1853 upon arriving at Geelong, Victoria, the crew deserted to join the gold rush, leaving the vessel stranded. It was purchased later that year by the Victorian Government and turned into a prison hulk for convicts. In March 1857 the Inspector-General of Penal Establishments in Victoria, Captain John Price, visited Williamstown to investigate conditions on the hulks. During this visit, he was surrounded and attacked by a party of convicts, dying from his injuries the next day. A group of SUCCESS prisoners were hanged for the murder, and the incident initiated an inquiry into the use of prison hulks, ultimately bringing an end to this system of incarceration.

Mark's Great great Uncle had a job as a warden at Williamstown on this hulk when he arrived from Cornwall.

SUCCESS was next transferred to Sydney owners before being sold to entrepreneurs in 1890. The ship departed Australia and surreptitiously arrived in England as an 'exhibition ship', fitted out as a floating museum and falsely billed as having a history of transporting convicts to Australia- 'the last of England's infamous felon fleet'. SUCCESS remained on exhibition there until 1912 when the vessel was sold to American owners for the same purpose, going on to tour the east and west coasts of the United States.

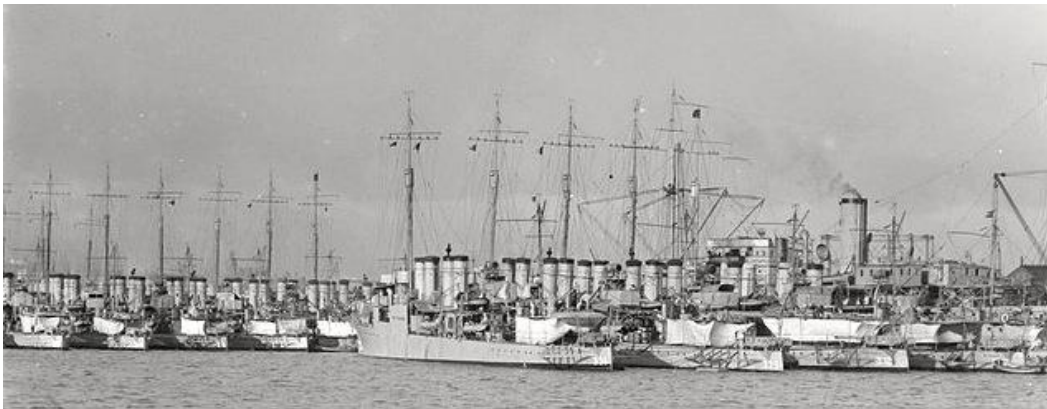
The greatly exaggerated and often fabricated stories of SUCCESS' dreadful convict history drew multitudes of curious visitors, and in the 1920s and 1930s the Australian government unsuccessfully attempted to have the enterprise shut down. In addition to inaccurately claiming a convict transport past, SUCCESS' operators also declared her to be the oldest ship afloat, advertising 1790 as the year the vessel was built rather than 1840. Despite this, the ship continued on display in the US for many years and was a star attraction at the 1933 Chicago World Fair. However in 1946, after more than 50 years of exhibition, SUCCESS was destroyed by fire and sunk in Lake Erie, USA.



“Its lurid displays of wax figures and convict manacles attracted large crowds in Australian ports in the early 1890s, before touring Britain and North America. A visit to the ship appealed to our lingering curiosity about the convict origins of the Australian colonies. The exhibition was promoted as a true object lesson, however historical accuracy fell victim to showmanship and visitors were sold an increasingly sensational version of Australia’s past.”

Refer to http://www.flickr.com/photos/anmm_thecommons/7505325640/ and the NSW State library <http://acms.sl.nsw.gov.au/item/itemDetailPaged.aspx?itemID=414395>

Race 7 Question Simple questions. When, Where, Why and what is going on?



Responses to Mark [Click](#)

Thanks to the phantom reporter, MG owners (with one saved for next race) Windward Buoy and St George and other for assistance in the preparation of this epistle. Still time to send your photo and enter for the MG race (Race10) Looking forward to a less arduous race this week.

[Mark Windward](#)